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# PLAN TO BRING T WHARF TO LIFE

**Supply and Rental Co. Incorporated to Deal With and Manage Ships—Stores In Long Building Have Been Thoroughly Renovated.**

Within a short time T wharf will again become a fish market, to be operated in opposition probably to that conducted by dealers who recently removed to the \$3,000,000 pier in South Boston. Work of rejuvenating the historic wharf has been in progress during the last few weeks, and it is expected that before the summer season is fairly developed it will be the scene of renewed activities.

Last week the T wharf Supply & Rental Co. was incorporated "to deal with and manage ships." The company is capitalized for \$30,000, and its membership includes Thomas McManus, the boat designer; Francis C. Welch, trustee of wharf property; Graciano Rio of Boston, Elias A. Malone of Winthrop, Sylvester Whalen of Brookline, Jay O. Richards of Lexington, L. Holbrook Tourtellotte of Marlboro and Arthur E. Rowe of this city.

## T Wharf Fixed Up.

Since the evacuation of T wharf by fish dealers workmen have been busy preparing the deserted stores for new occupants. New floors have been laid and various other improvements have been made. Drainage and sewerage systems have been corrected to comply with desirable standards of sanitation, so that hereafter the docks on either side of the wharf will not be dumping grounds for refuse, as in the past. Odoriferous accumulations under buildings at the head of the docks and beneath the wharf itself are being removed by a hydraulic process, while the docks for their full length are being cleared and deepened by dredgers so that receding tides will no longer leave exposed smelly black mud.

Since moving to the new pier some of the fish dealers have not it is said, found everything to their liking, despite the acknowledged superiority of the new quarters over the old on T wharf. Fishermen, too, have expressed dissatisfaction, particularly because of danger to their schooners at the pier when easterly winds prevail. The east side of the pier is exposed and on occasions it has been necessary to move vessels from that side to save them from damage by bumping against the pier under influence of wind and waves. T wharf, on the other hand, always furnished snug shelter for fishing vessels, and since the new pier has been in operation there

has not been a day when several schooners could not be found tied up at the old wooden pier extending from Atlantic avenue, their skippers preferring to lay there.

## Expect to Let All the Stores.

Prospects at present are bright for the occupancy of practically all of the stores on the wharf, and preparations that are being made suggest that tenants will for the most part be fish dealers. It has been reported that some of the stores would be leased by men at present employed by dealers on the South Boston pier, who have been able to secure financial backing sufficient to enable them to embark in business for themselves. One of the largest stores, standing by itself on the southerly side and near the head of the wharf, will be used by Italian motor dory fishermen. Its ground floor has been arranged so that it will be about equally divided for the conduct of wholesale and retail business. One man, it is understood, has leased this building and it is reported that privileges of occupancy will be granted to fishermen at a certain rate per boat.

Men interested in the re-establishment of the fish business at T wharf are confident that the venture will be successful, although recognizing that competition with the market on the South Boston shore of the harbor may present disastrous obstacles. It is said that if the dealers who purpose to do business at T wharf can at all times get fish to supply customers they will have no serious difficulty, for they will be under smaller expense than dealers at the other pier. Storekeepers doing business in Atlantic avenue who had contemplated moving in order to be nearer the South Boston pier are proceeding cautiously, in anticipation of the resumption of business at T wharf.

## Some Here are Pleased.

Some of the owners and skippers of vessels here who land at the new pier are not concealing their dissatisfactions and many of them claim they would much prefer to market at the old stand, in spite of the new and up-to-date facilities at South Boston. Ask most any fisherman how he feels about it, and he will say "T wharf for his, every time."

One well known gentleman, who did not wish his name to be used in discussing the matter this morning, said it looked very much as if there

would be two Boston markets. The T wharf Supply and Rental Company, intended to do business and was feeling its way along to see how the fishermen took to the proposition.

Arthur E. Rowe, one of the directors of the new company in an interview this forenoon with a Times representative said that the concern was incorporated as a rental company. He admitted that there was much dissatisfaction among the Gloucester fishermen, and that several were ready to go back to T wharf, where it was proposed to establish an open market.

Mr. Rowe, in further conversation, said all the details had not been perfected. The wharf property, he says, will be put in first class shape, and a little later on, the concern would have something of further interest to give out.

## Yarmouth Fleet Doing Well.

Wednesday was another good day in fish circles at Yarmouth. The Digby schooner Dorothy G. Snow sold a good fare of halibut to the Consumers' Fish Company. The Yarmouth schooners Nathalie and Eddie James arrived, the former with 3,000 pounds of halibut and 5000 pounds of shuck, and the latter with 2,000 pounds of halibut and 5,000 pounds of shuck. Both fares were sold to Henry A. Amiraunt, who also purchased a number of small boat fares, totalling about 15,000 pounds of cod and shuck.

## Report Big Fleet Caught in Straits.

According to a Halifax despatch in the Boston papers yesterday, 100 fishing crafts, bound north for bait, were reported Saturday to be caught fast in the drift ice in the Strait of Canso, while on their way through to the Gulf of St. Lawrence. In response to an appeal for assistance to the Canadian government the steamer Minto was despatched to the scene. Many of the schooners were believed to be in danger of being crushed in the heavy floes.

While the ice conditions have greatly hindered the fleet, it is believed here generally that the straits have sufficiently cleared by this time, for already a number of vessels have reached the Madelens and baited, and sailed for Cape North. Those who are better acquainted with conditions, are inclined to believe that the despatches have reference to conditions a week ago rather than the present time.

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## Sealing Schooner Ida M. Clarke Is Successful.

The Halifax sealing schooner Ida M. Clarke has had a most successful trip. She is the only sealing schooner out of Halifax this year. The schooner has made two trips to the sealing grounds. On the first she got 800 seals, and on the second 859 seals. George A. Wooten, Wednesday received a cable from Captain Matthew Ryan, reporting the result of the second trip. She left Montevideo for Halifax yesterday.

# SPRING SET-BACKS WILL BE FELT

Speaking of the salt fish market, the Fishing Gazette says:

Conditions in the salt fish trade are practically at a standstill. The main topic of discussion is the continued report of unusual conditions due to the prolonged cold weather and ice blockade in the Straits of Canso and Gulf of St. Lawrence. Even this situation is relieved in the few days, it will have delayed baiting and spring fishing very materially, so that the outlook for a usual spring production at this time is discouraging. The demand, as at the present time is very light. This shortage is bound to be felt on when the consuming markets want their average supply again. One of the most remarkable features of the market at present, and for some time past, is that it is practically impossible to sell at any price the Nova Scotia mackerel. Every dealer in town has some to dispose of, but there is absolutely no demand for them at any price, and this condition has existed for some time.

For the first time in many years the history of the trade, writes a Halifax correspondent, there are no priced herrings remaining in the fish market. Everything salable has been cleaned out, and while there still a few barrels of better grade these also were both scarce and priced. The stock of dry fish at the lowest point it has been in many years. Probably a thousand quintals would clean up all the fish holdings from Point Pleasant to Richmond. A few scattering new dry fish have been received from the shore, but only enough to despatch there had been fish this season.

# STRUCK THE ICE AND CAME BACK

A Hawkesbury dispatch of the 18th says that over 100 fishing crafts had been in harbor the past 10 days, sailing north in the morning but with ice and came back.

## Morning Star Hails from Halifax.

Sch. Morning Star has been sent out for another halibut trip after having out her shack in this port. Morning Star is not a British vessel, as some suppose, but halibut Gloucester, the sole owner, Capt. Lovitt Hines, who bought the vessel after she went ashore.

## Fitting for Seining.

Capt. John Shea is fitting Mary T. Fallon for a Cape Cod seining trip.

Capt. Thompson is fitting Elyn M. Thompson for a similar trip. Str. Mascot is fitted for seining.



# May 19 COMING DOWN HERE TO SPLIT

Market at New Fish Pier  
Full Today—Some Crafts  
Did Not Start Hatches.

A number of the haddockings were at Boston this morning, but few of yesterday's big receipts falling off in trade, prices dropped and several of the fares will come. Sch. Aspinet brought in 75,000 lbs. of mixed fish but did not sell. will bring her fare here. Wholesale quotations were \$2 to \$5 a hundred for haddock, \$2.50 to \$5 for large and \$1.50 to \$1.75 for cod, \$1 for pollock, \$1.75 for halibut and 12 cents a pound for halibut.

## Boston Arrivals.

The arrivals and receipts in detail are:  
Sch. Flavilla, 7500 haddock, 12,000 cod.  
Sch. Eva Avina, 3500 cod.  
Sch. Crest, 44,000 haddock, 1100 cod.  
Sch. Foam, 35,000 haddock, 1200 cod.  
Sch. Swell, 34,000 haddock, 1400 cod.  
Sch. Philip P. Manta, 24,000 haddock, 1000 pollock.  
Sch. Valerie, 12,000 haddock, 32,000 cod.  
Sch. Annie Perry, 15,000 haddock, 2000 pollock.  
Sch. Delphina Cabral, 12,000 haddock, 30,000 cod.  
Sch. Eleanora DeCosta, 43,000 haddock, 12,000 cod.  
Sch. Josephine DeCosta, 19,000 haddock, 30,000 cod, 3000 pollock.  
Sch. Ruth, 2500 haddock, 3500 cod, 1000 pollock.  
Sch. Aspinet, 15,000 haddock, 20,000 cod, 10,000 pollock, 1500 cusk.  
Sch. Pontiac, 4000 haddock, 53,000 cod.  
Sch. Heien B. Thomas, 3000 haddock, 1000 cod.  
Haddock \$2 to \$2.25 per cwt.; large \$2.50 to \$2.75; market cod \$1.50 to \$1.75; pollock \$1; cusk \$1.75; halibut \$1.25 for white and gray.

## Digby Fishing News.

Prize Fish Corporation arrivals last week. Sch. Cora Gerlie, 55,294 lbs. haddock; other sources, 26,019 lbs. cod; 8678 lbs. of haddock, 2270 lbs. hake, 714 lbs. of halibut.  
Sch. E. Snow's arrivals last week: 100 lbs. of haddock from boatmen, 212 boxes of finnan haddies, 2 lbs. of salt cod, 32,300 lbs. haddock, 1146 lbs. of cusk, 4100 lbs. of 2 1/4 tons fish skins.

## Landed Bluefish.

The fishing schs. Valentina, Viola Massasoit, all of Fulton Fish Market, New York, put in at Hampton May 9 with catches of bluefish for the northern markets.

Going in Sch. Harvard.  
Capt. Edward McLean will go to Cape Shore seining in sch. Harvard.

# May 19 POLLOCK KEEP SPLITTERS BUSY

Many of Little Fleet Struck  
Schools Off Here Yesterday  
and Run In.

The pollock seiners struck fish yesterday afternoon and the splitters were kept busy taking in the trips which were landed at the wharves of the various firms along the water front. Sch. Mary E. Sennett, Capt. Joseph Cooney, brought down her fare from Boston to split yesterday, while two more of the fleet had arrived here up to noon today. Four of the gill netters who are still in the game landed their fares yesterday to split.

## Today's Arrivals and Receipts.

The arrivals and receipts in detail are:  
Str. Herbert and Emma, seining, 9700 lbs. fresh pollock.  
Str. Lydia, seining, 3200 lbs. fresh pollock.  
Str. Ethel, seining, 8000 lbs. fresh pollock.  
Str. Bessie A., seining, 17,000 lbs. fresh pollock.  
Str. Nora B. Robinson, seining, 4000 lbs. fresh pollock.  
Str. Alice, seining, 8000 lbs. fresh pollock.  
Str. Dorcas, seining, 800 lbs. fresh pollock.  
Str. Joppaite, seining, 7400 lbs. fresh pollock.  
Str. Advance, seining, 8600 lbs. fresh pollock.  
Str. Medomak, gill netting, 4000 lbs. fresh fish.  
Str. Dolphin, gill netting, 4000 lbs. fresh fish.  
Str. Quartette, gill netting, 600 lbs. fresh fish.  
Str. Sunflower, gill netting, 1400 lbs. fresh fish.  
Sch. Mary E. Sennett, via Boston, 20,000 lbs. fresh fish.  
Sch. Benj. A. Smith, south seining.  
Sch. Arthur James, via Boston.  
Sch. Actor, via Boston, 10,000 lbs. fresh fish.  
Sch. Esther Gray, via Boston, 12,000 lbs. fresh fish.

## Vessels Sailed.

Sch. Monarch, Cape Shore, seining.  
Sch. Marguerite Haskins, Cape Shore, seining.

## TODAY'S FISH MARKET.

### Salt Fish.

Handline Georges codfish, large, \$5 per cwt.; medium, \$4; snappers, \$3.  
Eastern halibut codfish, large, \$5; medium, \$4.50.  
Georges halibut, codfish, large, \$5.50; mediums \$4.50.  
Cusk, large, \$2.50; mediums, \$2; snappers \$1.50.  
Haddock, \$2.00.  
Hake, \$1.75.  
Pollock, \$1.75.

### Fresh Fish.

Splitting prices:  
Haddock, \$1.10 per cwt.  
Western cod, large, \$2.40; medium, \$2; snappers, 75c.

All codfish, not gilled, 10c per 100 pounds less than above.  
Hake, \$1.25.  
Cusk, large, \$1.75 medium, \$1.25; snappers, 50c.  
Pollock, round, \$1; split, \$1.10.  
Fresh halibut, 11 1/2 c lb. for white, and 9 1/2 c lb. for gray.

Large shore herring, \$3 per bbl.  
Fresh mackerel, 11c per lb.

## Ice Yet at Scatterie.

Says the Halifax Chronicle of May 16: Advice from Scatterie this evening states that ice conditions there are unchanged; four steamers and several sailing vessels have been standing by for the past four or five days waiting for the ice to open up and allow them to proceed to Sydney. A strong southwest wind has been blowing here since 9 o'clock this morning but at Scatterie the wind was very moderate.

## Fine Stock for Georgesman.

Sch. Marsala, Capt. Owen Whitten, of the Georges handline fleet stocked \$1661.99 as a result of her recent two and a half weeks' trip. The high line share was \$75.44. The cook received \$141.78 and the average share was \$41.50.

## Must Conserve Our Native Fish.

Under the caption, "Off-Shore Conservation," the Boston Herald says editorially.

"To watch a doryman haul in a mile of trawl, only to find on two hooks out of five a starfish wrapped about the bait, while on every fifth hook appears the head of a cod or haddock eaten to the gills by dogfish, would open any landman's eyes to our loss of food through sea-floor scavengers. Now comes a formal report denouncing the starfish as a grave menace to commercial oyster growing. The fishermen have long known the havoc that these insatiable five-fingers work in scallop beds; the assailant is not so strong as the scallop, but it can pull hard longer. The recent spread of starfish the experts explain by the excessive taking of fish that prey upon the pests in their earlier stages. Of late the alewives or herring have seemed to diminish. Were they to fail, the indirect loss would be most serious; for every better fish that swims makes bread and meat of herring fry.

"What with dogfish, starfish, sand sharks and human ruthlessness, our marine food supplies plainly need more thought and regulation than they get. They mean much to the great cities not of the seaboard only, but of the wide interior. For a single instance, then, why should not our fish and game commission see that the young herring that hatch in the fresh water ponds above our beaches are given ample egress to the sea before the frosts come? As the ponds go down in July and August, their outlets often run dry; and before the water freezes, the little fish lie dead in long winrows on the shore. Even if we had to do without a few game birds from Hungary and the Far East, these important native fish should be conserved. For abundant schools of herring along our coast mean cheap mackerel and haddock in our kitchens."

# May 19 HEAVY WEATHER FOR HOSPITAL SHIP

Under the caption, "Heavy Weather For Hospital Ship," the Boston Transcript says editorially:

"The proposed hospital vessel for the deep-sea fishermen has sailed into another season of heavy weather. By the House amendments to the Senate bill the revenue cutter service will, if the Senate concurs, obtain only two new cutters instead of four. A \$100,000 cutter for New York harbor and a \$350,000 cutter for southern California would be dropped, leaving a \$250,000 vessel to be provided for duty in the Gulf of Mexico and one costing \$225,000 for the coast of Maine, and "these, together with the cutters already in service, would hereafter be used to extend medical aid to the crews of the American vessels engaged in deep-sea fisheries, in the discretion of the treasury department." This prospect is viewed with considerable disquiet by surgeons of the hospital service who are friendly to the project and who have done duty on the revenue cutters, which, they affirm, would require considerable additional equipment were they to undertake this task of the sea-going hospital in the hope of doing thorough work. One of these surgeons who has been a prime mover in the enterprise from its inception, writes that while he realizes that such a step as the House amendments authorize would be something gained, it would seem unfortunate to have the matter settled for all by an arrangement which makes this important work incidental to the tasks of the Revenue Cutter Service. The evasion of this difficulty would be the explicit understanding that the use of the revenue cutter for hospital duty is to be considered only provisional—the experimental work of establishing proof of the need of an all-the-year-round service of greater thoroughness and adaptability. It is on that understanding that the substitute measure receives indorsement in these columns. Whether the vessel which ultimately undertakes this mission permanently is a steamer or an auxiliary schooner can be left to the wisdom of the future on the basis of such previous experiment. But it is felt that this service to the men of the fishing fleet is so practical and necessary that once started it can be counted on to generate its own momentum."

## N. F. West Coast Fishery.

The following report of the West Coast winter fishery to April 25th was posted at the Board of Trade rooms today: Channel to Port-aux-Basques, 3150 qtls., Rose Blanche to Port-aux-Basques 9980 qtls., Burgeo to Port-aux-Basques 3339 qtls., total, 16,469. The Ramea fishing fleet have all got back from the west ward, five schooners, 26 dories, total catch, 1550 qtls. All are fitting out now for the summer fishery, with a good sign of herring on April 30th.—St. John's, N. F., Herald, May 8.



# CAPT. DEVINE WAS "HIGH" OUT SOUTH

**Net Stock of Sch. Arthur James Was \$5677.34—Capt. Reuben Cameron Was Very Close Up—Several Netters at New York.**

The little fare of fresh mackerel landed at Boston yesterday by sch. Arthur James, Capt. Archie Devine was sufficient to place Capt. Devine at the head of the list of high liners in the south mackerel fishery this season. To be exact about it, Capt. Devine's net stock for the southern season is \$5677.34 from which each of the crew shared \$120.53 clear, while sch. Marguerite Haskins, Capt. Reuben Cameron is a close second with a net stock of \$5307.26, the crew's share being \$122.86 to a man.

Up to yesterday, Capt. Cameron led the fleet. The James' trip at Boston netted nearly \$1300, selling at 11 cents a pound, or averaging 33c per fish. The skipper and crew say this proves conclusively that this is the only way to sell mackerel, for had the mackerel sold so much per fish, the stock would probably have fallen much short of what was received.

Sch. Arthur James left here April 17 and the Haskins on the 20th. The latter carries 19 men and the former, 20 men. The gross stocks of the crafts would figure from \$6200 to \$6400, that is clear of the market, which is not so bad for a month's fishing.

Another nice stock and share is that of sch. Rob Roy, Capt. Lemuel Firth who stocked \$3815.62 out south, from which the crew shared \$81.76 each, clear.

Steamer Thelma, Capt. Elroy Prior, who counted out the largest trip at New York this season stocked \$2097. The crew's portion was \$62.49 to a man.

Another among the high liners is sch. Saladin, Capt. John Matheson, whose stock out south figures \$4500. The crew of 19 men shared \$91.20 to a man clear.

The crew of sch. Monarch, Capt. John Seavy, shared \$38 as a result of their mackerel seining trip south.

## Quite a Fleet of Netters at New York.

News from New York this morning is most encouraging for the netters, there being the largest fleet there today of the season.

Sabine, 600 fresh mackerel.  
Mabelle E. Leavitt, 1800 fresh mackerel.  
Sarah, 600 fresh mackerel.  
Sylvester, 800 fresh mackerel.  
Dart, 1000 fresh mackerel.  
Lucy B. Winsor, 1800 fresh mackerel.  
Tecumseh, 1000 fresh mackerel.  
Gracie E. Smith, 1800 fresh mackerel.  
Lafayette, 500 fresh mackerel.  
On Time, 500 fresh mackerel.  
Bertha, 2200 fresh mackerel.  
Rita, 1400 fresh mackerel.  
Pearl, 900 fresh mackerel.  
Maxwell, 600 fresh mackerel.  
Uncle Sam, 1400 fresh mackerel.  
Blanche F. Irving, 900 fresh mackerel.  
Sarah, 500 fresh mackerel.  
Lear C., 900 fresh mackerel.  
W. H. Elem, 900 fresh mackerel.  
Two Sisters, 800 fresh mackerel.  
Golden Eagle, 800 fresh mackerel.  
Mildred, 400 fresh mackerel.  
Mildred J., 700 fresh mackerel.

## One Mackerel at Tusket.

Says a Yarmouth despatch of Friday:

Mackerel are very backward this season, all the traps that are usually out in this section are out, but as yet no fish have been stopped. One mackerel has just been secured in a net at the Tusket islands and is the first to be stopped in the Nova Scotia waters.

## The World's Mackerel Catch.

The catch of salt mackerel in the leading countries last year and the year before is tabulated in the "Fish Trades Gazette" as follows:

	Bbls.	Bbls.
United States	1913	1912
Canada	7809	8267
Ireland	27,000	17,000
Norway and Sweden	15,000	68,000
	41,726	63,462
Total	91,535	156,729

## STARFISH HURT OYSTERS.

Rhode Island Industry Seriously Menaced.

Starfishes, natural parasites of the oysters, are multiplying so rapidly in Rhode Island waters, that the oyster industry is seriously menaced, according to officials of the Shellfish Commission.

Last year the commissioners stated, about \$250,000 worth of oysters were destroyed by starfish and the loss is expected to be much greater this year. The rapid increase of the parasite fish is due, the authorities claim, to the great numbers of the menhaden, squeteague and scup, natural destroyers of the starfish, which have been taken annually from Narragansett Bay.

A bill was presented at the last session of the Legislature appropriating \$10,000 to pay bounties to fisherman for starfish, but the measure was defeated. Oystermen declare that they will appeal to the Federal government.

## Portland Fishing News.

Herring have shown up at last, the steamer Elthier, Capt. Eben Brown, having brought in Sunday about 70 barrels of large fish, just the kind wanted for bait, he taking out his fare at the Portland Cold Storage plant. The fish were taken off Tanta, about 10 miles southeast of Cape Elizabeth, and seemed to be quite abundant. Now that they have put in an appearance the gill netters will all quit haddocking and fit out for herring as also will a number of the boat fishermen. There is a good demand for the fish for baiting purposes, and the fishermen who engage in the business are likely to do well.

# DOGFISH BILL HAS HARD ROAD

Says the Fishing Gazette:

"A bill providing for a dogfish bounty and for the establishment of reduction works by the government to take care of the fish on which the bounty is paid has been introduced in Congress, but there is probably a long road ahead of the bill before its enactment, especially as the Bureau of Fisheries is lukewarm in its interest. Yet all fishermen agree that from Quoddy Head to Mexico the dogfish is doing vast damage to the fishing business. Still dogfish, sharks and skates are made into fertilizer, for which there is a ready sale. At the Clark's Harbor plant alone more than 1,000,000 dogfish were transformed into useful fertilizer last year, and the dogfish are so thinned out in the neighboring waters that the fishermen are complaining now less of the depredations of the dogfish than of the low bounty on them. The proposed American bounty is twice as high, and the agitation for it began years before the Canadian government took action."

# TRADE BRISK AT FULTON MARKET

Trade in the salt water fish was fairly brisk during last week notwithstanding that fancy stock most cases was very high in price. There was a great deal of groundfish all of which sold at low prices. The supply of fresh mackerel was large and prices were higher than they would have been had the supply been greater. Only one seiner arrived with fish, the Monarch on Saturday with 2000 fish. During the remainder of the week about 20 netters arrived. Mackerel brought 25 to 35c each.

Bluefish were scarce until Friday when large and medium fish brought 7c a pound. During the earlier part of the week the quotation was 10c a shilling. Small bluefish were scarce, and 11 to 12 1-2c was the quotation during the entire week.

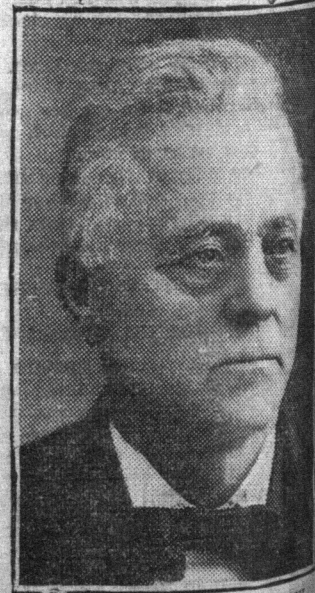
Haddock brought 2 to 3c until Tuesday. During the remainder of the week the price was 3 to 4c.

There was a little hake in the market during the latter part of the week sales being made at 2c a pound.

There were no eastern halibut in the market. Western white stock was plentiful, the quotation during the first part of the week being 8 to 10c a pound. On Thursday and Friday sales were made at 8c.

Codfish—Market fish was quoted 2 to 2 1-2c during the entire week. Steak fish sold at 4 to 5c.

Pollock was low in price, sales being made at 1 1-2 to 2 1-2c. The figure prevailed only on Thursday.



CAPT. SYLVANUS SMITH



# Capt. Sylvanus Smith Tells of the Gloucester Fisheries of the Sixties

THE following article on "The Gloucester Fisheries of the Sixties" by Capt. Sylvanus Smith, is written at the request of many who are desirous of reading in authoritative form all possible records of the by-gone days of Gloucester's latest industry. This article will be of great interest to the younger generation who have little knowledge of the days when the Gloucester fisheries enjoyed almost unbounded prosperity and will also awaken pleasant memories to those who can recall the "old days." Capt. Smith writes:

Those who are familiar with Gloucester as it is at present time can but appreciate the prosperity it once enjoyed when the fisheries were being pursued with considerable profit. While the very early reports of the industry are vague and quite incomplete, without doubt, the sixties was a full tide; since then, a gradual decline has been the rule, until the present years offer but a memory of past prosperity. Following the war of the Revolution, when the American merchant marine came an important factor in the world's commerce, Gloucester, in common with Salem and other places, became an important center for foreign trade, and during the early years (1800-1840) this business was pursued with considerable vigor as well as provided the old time merchants of Gloucester.

With the decline of American shipping, Gloucester absorbed the fishing business of the outlying places, 'Squam' (Sandy Bay, then called), and the other small stations, and became at once a great fishing center, probably the greatest in the world. Wharves were built and a great number of new and larger crafts were engaged in the fisheries. We may well regret the passing of this once great industry that offered employment to a number of men and boys, both on and ashore, and the reason for the decline may be of interest. While there are many conditions which enter into the details of the industry, probably the greatest individual factor was the advent and use of the purse-seine.

## Kerel Hooking the Principal Summer Industry.

You have perhaps noted in other places, the summer mackerel fishery is a very important branch of the industry in the old days; other fisheries were almost abandoned during the summer months, and the great fleet, all went on "hooking" trips to 'Bay.' These trips were largely profitable and quite inexpensive to the fisherman, needing little in the way of gear, etc., and crafts required no fitting sails or rigging, almost being sufficient for these voy-

of the purse-seine became general in the mackerel fishery during the summer months; great quantities of mackerel were caught before the spawning season, year after year, and like the menhaden, these fish were soon caught up, resulting in the scarcity of these late years.

## Purse Seine Drove the Boys from the Vessels.

With the abandonment of "hooking" mackerel for the easier and more profitable method of "seining" them, there was no room for the boys aboard our vessels, and what had been a nursery for our fisheries is a thing of the past.

At first, with the influx of men from the Provinces and other places, we did not feel the loss, but as years went on, and we came down to the present time when the fisheries of Nova Scotia and Newfoundland are prosperous, and the men from these places cease to come to us, we find a great scarcity of crews, and in the past few years we have had an opportunity to realize what the advent of the purse-seine meant to our fisheries in general.

In the old days, when hundreds of our vessels pursued the mackerel fishery, and practically all carried from two to four boys, we can readily see what a great influence this had on our industry. Not all of these boys graduated into the fisheries, but many of them did; each year saw a large number of young men engaging in winter fishing, and their influence was felt in every branch of the industry.

While fishing may not be an agreeable form of employment, not as pleasant as clerkship, etc., in my opinion the industry offers as much opportunity for success for the young man of today as ever. To the boy or young man who really wishes to get ahead there is nothing, in my opinion, that offers the chance as do the fisheries.

## Business at Low Ebb Previous to Civil War.

While the sixties was probably the most profitable period of Gloucester's history, the year 1860 in itself was a hard one. Just previous to the Civil War, business was at a low ebb, and I recall that when the vessels arrived from the "Bay" in 1859, there was very little demand for mackerel, and the owners of the crafts took the fish in at \$16 per barrel. It was late in the fall when we got home and the best offer made us was \$14 and the party who made the offer backed out, and did not take the fish, saying that he had been advised not to make any more purchases at the prevailing prices.

Before going to the "Bay" I had arranged for a vessel to be built, and had agreed to pay \$2,500 when she was ready; I had loaned this amount to a party while I was away, but though he was perfectly good financially, business was in such a state that actual currency was quite non-existent; the banks would make no loans and everything was at a very low ebb.

That our fish was unsalable was a serious disappointment to me, and

when I took the matter up with the builder of the vessel, he said he would have to get along as best he could.

## Mackerel Trip Sold at \$14 Per Barrel.

Capt. Andrew Leighton and several others went to Newfoundland that winter, and not being able to get much currency, we took a large amount of merchandise to use in exchange for herring. When we got home, things were in even a worse state than when we left: there had been no sales of mackerel, the owners still holding out for \$16 and the market was taking practically none. One of the buyers, probably to test the price more than any idea to purchase offered me \$14 and I sold ours at that figure, and as far as I know this was the only lot sold at anywhere near this price.

Thousands of barrels of mackerel were later shipped away and sold at very low prices, in many cases not bringing sufficient to pay freight and cooperage charges.

Fitting out both vessels, we made a trip to the Magdalenes for herring, these having been sold "to arrive." It was well that they were already disposed of, for upon our arrival home, the War had practically started, and inasmuch as these fish were for the Southern trade, they would have been unsalable at any price.

With the beginning of the war, business of all kinds was practically paralyzed and I began to believe that my friends were right when they told me that I had made a mistake in building such a large vessel at that time.

The early trips from the "Bay" in 1860 brought but \$3 or \$4 per barrel, but in the fall things began to pick up a little and the fall trips brought more.

## Business Depression Caused Decline in Value of Vessels.

During the period of depression, however, several of the large firms went to the wall. John F. Wonson was one of the largest of these, and I recall that the vessels which were sold brought an extremely low price. The sch. Grape Shot was sold for \$2000, and this same craft a few years later sold for \$7000, which shows how quickly things came back when confidence was again restored.

When the government began issuing currency (greenbacks) and National banks were formed, business took on a new life, all over the country and a wave of great prosperity struck Gloucester in common with other places; many vessels were added to the fleet, and new firms sprung into existence, and wharf property was at a premium. Gloucester alone numbered nearly 400 sail of vessels aside from the freighters and small boats, and 'Squam' had a fleet of some 20 crafts engaged in the fishery. The records now show some 53 firms owning and operating 469 in 1868.

## Firms Which Were Doing Business in the Sixties.

Following is a list of the concerns which are recorded as doing business in the 60's, together with the num-

ber of vessels sailing from each firm: Messrs. D. C. & H. Babson, Jr., nine; Brown Bros., seven; Edward E. Burnham & Co., nine; Clark & Somes, seven; John J. Clark, four; Dennis & Ayer, eight; George Dennis & Co., eight; Dodd, Tarr & Co., 16; Charles Friend & Co., six; Joseph Friend, 18; George Friend, three; William H. Friend, four; Lemuel Friend & Co., four; John H. Gale, two; George Garland, 11; Gerring & Douglass, six; John T. Harvey, three; Samuel Haskell, five; Aaron D. Wells, three; Solomon Pool, 10; Joseph O. Procter, nine; Rowe & Jordan, seven; Saunders, Huntington & Co., five; Daniel Sayward, seven; Epes Sayward & Co., five; Shute & Merchant, 11; Smith & Gott, eight; Smith & Oakes, four; Stanwood & Leighton, seven; George Steele, 10; William H. Steele, two; Tarr Bros., three; Walen & Wonson, six; John F. Wonson & Co., 14; William C. Wonson, six; Samuel Lane & Bro., seven; Alfred Low & Co., 5; David Low & Co., 10; John Low & Son, 14; Maddocks & Co., 13; James Mansfield & Son, 12; McKenzie Knowlton & Co., two; William McKenzie, eight; Nelson & Day, six; Charles Parkhurst, 11; Perkins Brothers, nine; Pettingill & Cunningham, five; John Pew & Son, 17; George W. Plummer, three; making a total of 384 vessels, exclusive of boats and crafts engaged in freighting, owned and sailing from Gloucester harbor in the year 1868. Besides these we find Ann'squam had three concerns, with 29 crafts engaged in the fisheries, Joseph L. Andrews & Co., 14; Gustavus Griffin & Son five; George Norwood & Son, 10; making a total of 413 crafts engaged in the fisheries from Gloucester alone.

The business was very prosperous at that time, and in one year we find an increase of — vessels, for the records of the year 1869 show a total of 469, an increase of 60 for that year.

## Many Men From Abroad Went Summer Fishing.

Besides this great fleet of purely Gloucester vessels, there was a large number of crafts from other places that fitted here, giving employment to many men ashore.

Gloucester was the center of the industry, and in the summer months of the years gone by, there was a large number of men from surrounding towns who came here to enter the summer fishery.

Coopers from country towns, sailmakers, riggers and men who were employed ashore in a great many cases went "summer fishing" to the "Bay," and hundreds of boys found it profitable to go on these "hooking" trips.

## Essex Vessel Builders Shared in the Prosperity.

The prosperity of Essex has been largely wrapped up in the success of the fisheries, and during the periods of success, when our fisheries have been profitable the ship builders of that town received a share of the boom. These men were faithful workers, and took great pride in the crafts which they built. Practical, in every sense of the word, they worked with their men, saw almost every stick that went into the building of a vessel, and took individual pride in their work. They had many peculiar characteristics, one of them was attention to business; having business in Gloucester they would

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wait some rainy day to come down so as not to lose a day's work in the yard. Unless they happened to find some farm team coming down, they walked in to Gloucester and walked back their day being before the advent of the auto or trolley car.

The methods of doing business at that time were practically favorable to the man of small means. The custom of having a vessel built, and paying one-quarter down, and the balance in three annual payments was then in vogue, and in this way, it did not require a large capital to build quite a considerable fleet.

I recall going to Essex to purchase a vessel after Capt. Joseph Rowe and myself went into business; we found a vessel nearly already built, and Luke Burnham, the builder, agreed to sell her to us \$60 a ton, for 95 tons, with the customary payments, one-quarter down and the balance in annual installments, which was satisfactory. A little later on, we contracted for two more vessels with Aaron Burnham, and for another with Willard Burnham, at \$65 per ton.

#### Business Methods Enabled Small Concerns to Start in Business.

The vessel we purchased from Luke Burnham was soon ready, and brought around. We sent for Mr. Burnham who came down, and when he delivered the papers we gave him a check in full for the amount. The vessel measured several tons more than what we agreed for. I can almost see him now, "What's this?" he said, and when we told him that it was a check in full, he threw it down, "I won't take it," he said, "it isn't according to agreement" (which was to have been one-quarter down), "and besides you are only paying me \$60 per ton for 95 tons and the vessel measured several tons more, and now you are paying me the whole which wasn't agreed."

As we were a new firm, this made us feel pretty good, that our notes were better than our cash. When we explained the matter to him, he told us that by having payments come annually, he could arrange his affairs accordingly, and as the banking facilities were not as now, without doubt this method was more suitable to them.

There is no doubt that these builders, with the methods of doing business, assisted greatly in building up the fishing industry, enabling many small concerns to start in business.

#### Decline of the Mackerel Fishery Begun in the Seventies.

While the sixties were our most prosperous days, the early seventies saw some profitable years, and some individual years since have been very satisfactory, but it is quite safe to say that the decline began with the advent of the seventies, for it was 1870 that the greatest number of firms and vessels were recorded, and since then a gradual decline has been the rule.

Compared with the number of crafts engaged in the industry in 1868 and 1869, the present number of vessels sailing from Gloucester and Rockport (123) seems very small indeed. In addition to this number might be added 15 vessels which are owned in Boston though sailing from Gloucester.

Of the 53 firms engaged in the business in the sixties, only two are left, or with representatives engaging in the industry at the present time, John Pew & Son and Cunningham & Thompson; of the other 51 concerns none left any successors in the business.

#### Producers Becoming Shippers an Injury to the Business.

The purse-seine may be blamed for a large share of the decline of the fishing industry, but one great factor which has entered into the business, resulting in great injury, is the producers of fish becoming shippers, as well.

This has had a tendency to squeeze out the smaller firms and the producer who was not also a shipper, continually got the small price for his fish. The shipper who was also a producer would use his own fish when it was to his advantage to do so, but on a rising market, he would buy of a producer, saving his own supply for higher prices, and in this way, the producer was always getting the lower prices, while the shipper obtained the maximum.

It would have been of much benefit to the city in general had the producers and shippers been two separate and distinct businesses.

There are other causes too, why we do not enjoy our former prosperity, but I think that the above reasons are the main ones.

The beam-trawler is another menace to the fisheries, and the fishing grounds will soon show a result of the operations of the new style of fishery.

SYLVANUS SMITH.

#### Portland Fishing News.

There was a large number of arrivals in port Monday afternoon with mixed fish. All of the schooners had good sized fares. The Katie L. Palmer, and the Edmund Black, after spending some little time on the banks came in with fares of 15,000 and 10,000 respectively, while the sloops Rough Rider, Martha McLean, and Bernie and Bessie had fares of about 8000 each. The Dorcas brought in the banner catch of the day, having about 20,000 pounds of mixed fish packed away in her holds. The steamers Nashawena and Herald brought in about 2500 pounds apiece.

The Marion Turner arrived in port Monday afternoon with another trip of pollock, the largest fare of this kind of fish landed here this season. She had about 25,000 pounds and her fare was divided between the Portland Fresh Fish Company and the J. W. Trefethen Company.

The steamer Pet arrived in port after an unsuccessful cruise in search of herring. She is the second of the herring fishing craft to arrive, the steamer Elthier coming in Sunday with the first fare brought in, consisting of about 70 barrels. Herring have been reported as running in large numbers off Monhegan and that was where the steamer Pet made her endeavors to land some, but was unsuccessful. More arrivals are expected almost any day.

The schooners Albert D. Willard and Katie L. Palmer have tied up, fitting up for the sword fishing season. The Willard has been repaired for about a week and is now almost ready to start on her cruise. She has been repainted and extensively repaired. Work on the Palmer commenced Monday afternoon.

#### Newfoundland Banker Has Engine.

Last week all the Newfoundland western fleet of bankers which had been held up owing to the scarcity of herring have baited and sailed for the banks. The Metamora, Capt. Lewis, baited and sailed on the 3d inst. This is the first of the banking fleet to have an auxiliary engine, the advantages of which will be watched with interest by other vessel owners.

A large number of fishing vessels from the north and west which have been delayed by the ice are now arriving daily for supplies.

#### Rose Blanche Report.

From R. Ferneaux, May 2d (Rose Blanche to Petites)—The total catch is 10,100 quintals of codfish and for last week 120. Thirty dories and skiffs with four boats, are fishing, but no bankers or schooners from the grounds have yet arrived. Prospects are fair but there is no bait. The weather this week was fine with strong north-easterly winds, but not much fish was caught owing to the off-shore breezes and scarcity of bait. All the Gulf fishing fleet have sailed.

#### Bait and Ice Report.

Queensport, May 16—Herring fairly plentiful today, no ice.

Amherst Harbor, May 16—Herring at Amherst, Etang du Nord, Grindstone and House Harbor; none at Grand Entry.

Souris, May 16—Herring scarce, barely meeting local requirements.

## PENSACOLA HAD GOOD FISH WE

Over a quarter of a million of red snapper and grouper landed here during the ending 17 by a dozen vessels of the and Warren companies. The binned catches of red snapper 173,410 pounds, while the snapper weighed out 92,710 pounds. The total weight of the fares was 173,410 pounds. Of the 12 vessels that port from the Campeche banks, hauled to the Warren Fish Co., balance to E. E. Saunders & Co. red snappers the total catch of Warren boats was 10,915 pounds against 62,495 pounds on the boats of the Saunders fleet. The named had the largest quantity of groupers, the four boats landing 640 pounds, against 32,070 pounds the Warren Fish Co.

The largest fare of red snapper made by a craft of the Warren and consisted of 26,005 pounds brought in by the Ariola. The catch of red snappers for the Saunders Co. was 20,175 pounds. Nettie Franklin. The smallest red snappers to the Saunders Co. 3060 pounds, taken by the smallest aller. The smallest fare to the

ren was brought in by the and weighed out 4655 pounds.

If the Warren Fish Co. had credit for the largest catch of snapper, E. E. Saunders & Co. the biggest fare of groupers, certainly was a big one, weighing 38,820 pounds. It was brought in the Nettie Franklin. The small fare of groupers to the Saunders was 2000 pounds, brought in Cavalier. The biggest trip of groupers to the Warren Fish Co. was 10,000 pounds, taken by the Caldwell H. and the smallest 525 pounds, taken in by the smack Ariola.

The trips of the various were:

Warren Fish Co.—Mary L. 18,420 lbs. red snapper, 5770 lbs. grouper; Ariola, 26,005 lbs. red snapper, 525 lbs. grouper; Emma Jean, 970 lbs. red snapper, 6680 lbs. snapper; Halcyon, 12,000 lbs. red snapper, 2965 lbs. grouper; Caldwell H. 19,575 lbs. red snapper, 12,400 lbs. grouper; Culebra, 15,200 lbs. snapper, 5705 lbs. grouper; Gal, 4655 lbs. red snapper, 1000 lbs. grouper.

E. E. Saunders & Co.—Priscilla 085 lbs. red snapper, 6555 lbs. snapper; Clara R. Harwood, 17,275 lbs. snapper, 9265 lbs. grouper; 7000 lbs. red snapper, 4000 lbs. snapper; Nettie Franklin, 20,135 lbs. snapper, 2000 lbs. grouper.

Quite heavy catches of snapper and mackerel are arriving here and from East Pass and from Pensacola Bay.

Capt. Gustavus Hansen, one of the most successful of Pensacola's per fishermen, was operated last week. He is now at his home, 706 West Main street, and is expected to be improving.

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## STEAMER GOES TO AID CRAFTS

### Canadian Government Will Help Vessels in Ice in the Straits.

The Government steamer Minto has been ordered from Charlottetown, P. E. I., to the assistance of over 100 fishing schooners, whose passage through the Strait of Canso has been blocked by heavy drift ice, says a Halifax dispatch of Monday. The schooners are bound north for bait.

On Friday C. H. Harvey, Marine and Fisheries Agent at Halifax, received a request from the people of Lunenburg to send assistance to these schooners, the majority of which hail from that port. Unfortunately, Mr. Harvey had no suitable steamer at hand. He was unable to send the Stanley, but as the Minto was at Charlottetown, he wired to Ottawa, suggesting that she be despatched to the assistance of the fisherman.

Saturday Mr. Harvey was notified by the Department at Ottawa that the Minto had been ordered to proceed to the Strait and would tow the schooners through from Port Hawkesbury.

Reports from Canso say that the drift ice is flowing heavily southward through the strait.